

THE RAILWAY PROBLEM.

Why There Should Not Be Government Ownership of Railroads in This Country.

Mr. Joseph Nimmo, jr., in a letter to the New York Tribune, discussed this problem. As he is regarded by all parties to be an authority, his letter is given entire, being a complete answer to all that has been said in favor of governmental ownership of railroads:

"In a recent article I attempted to show, from the experience of other nations, the impracticability of governmental ownership and management of railroads in the United States. In the following pages some facts are presented in regard to the practical results of such experiments by states in this country. The states which have made the attempt and abandoned it in favor of independent corporate ownership and control are Massachusetts, Pennsylvania, Michigan, Illinois, Indiana, and Georgia.

MASSACHUSETTS.

"If the successful ownership and management of a railroad by a state government were practicable, such success might have been confidently expected in the commonwealth of Massachusetts. The Troy & Greenfield Railroad company was chartered in 1848, but after years of struggle, ending in failure, the state took possession of the entire road in the year 1866 and completed it; the work embraced the Hoosac tunnel, the longest railroad tunnel in the United States. Different plans of administration were resorted to, but without success, and in the year 1887 the entire property passed from the possession of the state to that of the Fitchburg Railroad company. Thus did the good state of Massachusetts, as the result of an earnest effort, yield its verdict in favor of the proposition that railroad transportation in this country must be regarded as a private enterprise and not as a public function.

PENNSYLVANIA.

"The state of Pennsylvania made the earliest, and perhaps the boldest, attempt in this country at state railroad and canal ownership and control. In pursuance of legislation adopted in 1825, the state embarked in the construction of a transportation line from Philadelphia to Pittsburgh. This line, begun in 1825, consisted of a railroad from Philadelphia to Columbia, eighty-four miles long, where it connected with a canal extending to the base of the Allegheny mountains. The mountain summit was overcome by a system of inclined planes extending to Johnstown, and a canal on the western slope completed the line to Pittsburgh. The boldness of this enterprise is indicated by the fact that when it was inaugurated it was a debated question as to whether the railroad portion of the line should be operated by locomotive engines or by horses. The state of Pennsylvania sold these works to private corporations in the year 1859, as the result of a conviction drawn from experience, and never shaken, that the work of transportation must be regarded as a private enterprise and not as a public function.

MICHIGAN.

Soon after the admission of Michigan into the Union in 1836, the state government entered upon a scheme of railroad construction and operation, aided by a large land grant from congress for internal improvements. The scheme embraced the Michigan Central railroad, the Michigan Southern railroad, and other lines. The impracticability of the scheme was soon developed. In 1846 the Michigan Central was sold to a private corporation formed by Boston capitalists. The sale of the Michigan Southern followed soon afterwards, and in the year 1850 the people of Michigan incorporated into their constitution a provision which forever prohibits the state from being interested in or engaged in carrying on any work of internal improvement. Thus did the people of Michigan express, as the result of practical experience, their conviction that the work of transportation, as well as the maintenance of a railroad, must be remitted to private enterprise; and that it cannot be treated as a public function. This result is the more striking in view of the fact that, at the time it was attempted the conditions were much more favorable to success than now, each one of the lines in Michigan being an autonomy in the work of transportation; whereas at the present time each line is essentially a part of a gigantic and exceedingly complex national railroad system. This remark applies also to all the other attempts made in this country at railroad management.

ILLINOIS.

"The state of Illinois in the years 1838-39 built, and for about two years operated, the 'Northern Cross Railroad,' extending from Springfield to Mazonia, a distance of about fifty miles. This work cost about \$1,000,000. It was operated by the state for two years. The income from it was less than the expense of operating it, and it was eventually sold for \$100,000. It is now a part of the Wabash railroad. The people of Illinois have never since attempted to embark in the experiment of state ownership and management of a railroad.

INDIANA.

"The state of Indiana began the construction of a railroad from Madison, on the Ohio river, to Indianapolis, in pursuance of the provisions of an act adopted January 27, 1836. Twenty-eight and a quarter miles of the road were constructed by the state at a cost of \$1,200,000, including the cost of an inclined plane at Madison. By an act of the legislature, adopted in 1842, the state ceased to operate this portion of the line February 20, 1843, and it passed under the control of a private corporation, which completed the road to Indianapolis in the year 1849. The people of Indiana have never since manifested any desire to renew the experiment of state ownership and control of a railroad. On July 1, 1847, the state of Indiana turned the Wabash and Erie Canal over to a private corporation, and then, like the state of Pennsylvania, completely divested itself of all respon-

sibility for the conduct of transportation, both by water and by rail—a responsibility which had been attended with unceasing contention and trouble.

GEORGIA.

The state of Georgia embarked in the work of state ownership and management under exceptionally favorable circumstances. The Western & Atlantic, or State road, built by the state, was opened for traffic in the year 1850. It connected the railroads of the central and western sections of the country with those of the South Atlantic states. Although this attempt was made in a progressive state, well administered, the practical results of the experiment clearly illustrated the folly of attempting to operate a railroad through the instrumentalities of a state government. The economies of management were subordinated to political exigencies, and bad management frittered away exceptional opportunities for success, afterwards realized under private corporate control. The experiment completely illustrated the folly of attempting to make the work of transportation a public function. In 1870 the Western & Atlantic railroad was leased to a corporation for twenty years at a rental of \$25,000 a month, and it is now in the hands of receivers.

"In a letter dated June 18, 1891, the Honorable Joseph E. Brown, ex-governor of Georgia and ex-United States senator, gives me the following testimony against governmental control of railroads:

"I cannot think that there is any serious danger that our government would be guilty of the folly of attempting to purchase all the railroads of this country and put them under governmental control. Your published article alone gives sufficient reasons why such a system would be impracticable and intolerable."

"Years ago several other states of the Union made large loans and grants of lands, or became large stockholders in railroads from correct views as to their enormous powers for developing the natural resources of the country; but such states prudently refrained from any attempt at state management of railroads. The state of Virginia, for example, was at one time a subscriber to two-fifths of the stock of certain railroads and canals, but was never tempted into the experiment of state railroad management. The state of Missouri became the owner of several railroads upon the default of their obligation to the state; but the experience of other states deterred the people of Missouri from the experiment of state management; and accordingly such roads were sold in 1868 to private corporations.

"The general tendency of all the states during the last thirty years has been to withdraw from financial association with railroad construction.

"In my previous article I omitted to state the experience of South Africa in railroad ownership and management. Such attempts have degenerated into a scramble for local appropriations for new lines, much after the manner of making up a 'river and harbor bill' in congress. The construction of government lines by Canada, in connection with its non-paying inter-colonial railway system, has besides given to the farce of the 'railroad in politics' its broadest and most flagrant expressions. 'Five states, viz., New York, Pennsylvania, Ohio, Indiana and Illinois, have attempted the experiment of state ownership and control of canals, a comparatively simple matter, as the work of the state has in each case been confined to the maintenance of such works, and has not touched the subject of transportation charges, and yet the evils incident to political association with such works has been a disturbing element, overshadowed, however, in certain instances, by the great commercial advantages which such public works have afforded, as, for example, the Erie canal of the state of New York.

"The United States government owns and operates several short canals. One of these is at the Falls of the Ohio, near Louisville, and another is at the Falls of the Saint Ste. Marie, which connects navigation on Lake Huron with navigation on Lake Michigan, and another at the Des Moines Rapids on the Missouri river. These and other works of a similar nature are operated free of toll, and their management involves very little more than the opening and closing of the gates of the dry-docks in our navy yards.

"I will briefly recapitulate the facts which have been presented in these two articles upon the subject of governmental ownership and management of railroads:

"First—The value of goods transported every year upon the railroads of the country is three or four times the value of the entire railroad system of the United States, and amounts to about thirty times the annual receipts of the railroad companies from freight and passengers.

"Second—The forces of commerce and industry which constitute the environment of the railroads are much more potent than are the railroad companies in the determination of freight charges.

"Third—The cost of transportation upon the railroads of the United States is less than upon the railroads of any country which owns and manages its railroads, although in such countries the wages of labor are much less than in this country.

"Fourth—The rates for transportation on the railroads of the United States have steadily fallen during the last twenty years. This is illustrated as follows:

"Fifth—Competition between transportation lines and the constraints imposed by the competition of commercial forces presents an absolute barrier to any material increase of rates.

"Sixth—Governmental management of the railroads would clearly involve a general leveling process under business-

tal freight tariffs. This would level down all the chief commercial cities of the country in the face of the economies and equities of commerce.

"Seventh—Governmental management of railroads in Europe to-day rests upon considerations of military necessity, and not upon the economies of transportation or of commerce.

"Eighth—The people of Italy and of the colonies of Australia have been obliged to relieve their governments from the responsibility of railroad management and to seek relief in private railroad management.

"Ninth—Neither France nor England has attempted the governmental management of railroads, and it seems certain that no such experiment will be made.

"Tenth—Six states of our Union have attempted governmental ownership and management of railroads, and abandoned it in favor of independent corporate ownership and management.

"The political evils incident to governmental ownership and management of railroads have also been mentioned in these articles. There is reason to believe that our system of government could not stand the strain of such a responsibility; but even if that were possible, all experience shows that such governmental power could not be exercised beneficially in this country."

THE BEST MARKET.

If there is anything that the "tariff reformer" has a profound contempt for, it is the home market. When mention is made of the valuable home market which protection is building up for the farmer, the "tariff reformer" nose immediately points skyward, and a look of supreme disgust takes possession of his countenance. He seems to consider so paltry a thing as the home market. It is "the markets of the world" that claim his attention and awaken his enthusiasm.

And yet, compared to the home market the markets of the world are of very small consequence to the American farmer. It is at home that most of his products are sold and consumed. Many farmers do not know it, but it is a fact that very little of what they raise, comparatively, ever finds its way beyond the borders of the United States. Outside of cotton and tobacco, the total agricultural products of this country now amount to \$3,000,000,000 per annum. Of this enormous aggregate, 92 per cent is consumed at home, and only 8 per cent exported. That is to say, the home market takes very nearly all the farmer has to sell, while the foreign market takes but a trifle.

It is this valuable market that the republican party has been building up for the farmer and preserving to him by wise tariff laws. The competition in the markets of the world is so sharp and fierce that the American producer gets but a small share of the business, although republican reciprocity has practically removed all barriers to his free entrance to those markets. The markets of the world are not to be despised, but they do not compare in importance with the market that is nearest to the farmer's door.

In time, if the present economic policy is maintained, the home market will overtake the home supply, and the American farmer will be entirely independent of foreign purchasers. Every thing he has to sell will find a ready buyer close at hand and a consumer not many miles away. He will use American-made goods and will feed American mouths, and the country will be stronger, more independent and more prosperous than it has ever been before or any other country can ever become.

A REVENUE TARIFF.

From the Kansas City, Mo., Journal.

That is what the present tariff is. It raises enough money to meet the government's expenses and obligations with the aid of the internal revenue taxes, and but little, if any, more. A few years ago it did more than this. It brought in a surplus. But the removal of the sugar duties and the enactment of the disability pension law have together operated to wipe out the annual surplus, and, in fact, to occasionally threaten a deficit.

No important reduction can be made in the present custom house receipts without causing the government serious embarrassment. The question, therefore, is not whether a certain amount of revenue shall be raised, but how it shall be raised. So far as the amount is concerned, a protective tariff and a revenue tariff are substantially the same. The republicans insist that these necessary tariff duties shall be imposed in such a way as to stimulate and protect home industry and put a large share of the burden upon the foreigner who gets his living in our market. The democrats hold that the interests of home labor should be wholly ignored and the tariff laid upon articles that are imported in large quantities, such as sugar, coffee, tea, etc.

When there is a high tariff on these staple articles which are not produced in any considerable quantities in this country, no bad effects are felt by the foreign producer; we are compelled to have his products, tariff or no tariff. But when a high tariff is placed on other articles, such as can be produced in this country, we find the foreign producers failing in business and closing out their plants. Those who survive are compelled to ship into our markets at a low enough price to pay the tariff and still compete with the home producer.

It is clear, therefore, that the policy which raises a certain amount of revenue and at the same time builds up home industry, is to be preferred to the policy which raises the same revenue and at the same time does not build up home industry. If the protective policy had the effect of placing a burden upon the consumer in the form of increased prices, that would be an argument against it; but we all have the evidence of our own experience that it does not produce that effect—we know that we buy all necessities now as cheap as ever before, and many of them cheaper.

STATE NEWS.

The state deaf and dumb institute at Olathe now has over 200 pupils.

Fort Scott is to have a paper mill to work up the bagasse from the sugar works.

Wichita Eagle: Thirty-two persons are incarcerated in the city jail at present. The largest number ever in the jail at one time was thirty-seven.

Surgeons in Washington have successfully performed an operation on the horribly enlarged tongue of James A. Brooks, son of a prominent citizen of St. John, Kan.

A census bulletin says: In Kansas the total area devoted to cotton was 731 acres, producing 212 bales. No report was made of cotton in Kansas in the census of 1880.

Word comes from Australia that Prof. E. M. Shelton, formerly of the Kansas Agricultural college, has been re-engaged for a term of three years as agriculturist at Brisbane.

The Topeka Fanciers' association shipped forty coops of chickens and ten coops of pigeons to Kansas City to the Interstate exposition. They have about 100 feet of space there.

Sharon Springs Times: A constant string of teams from east, south, west and north can be seen coming to Sharon Springs loaded with golden wheat; but the prices do not justify such a rush.

C. Wood Davis, the eminent Kansas statistician, contributed a two-column editorial article on "The Probable Product of Corn and Oats" to last Sunday's New York Sun, on which paper he is a special editorial writer.

Topeka Capital: The county is now taking care of about thirty-five indigent persons, about twenty of whom are on the poor farm north of the city, and the remainder at the North Topeka insane asylum and Christ hospital.

Armourdale item: Mrs. George Coblick, of South Packard street, put strychnine on some bread for the purpose of poisoning rats, and placed it in several places about the house. The little baby, while playing around on the floor, got hold of a piece of the bread and ate it. It soon became violently ill and is in a critical condition.

New Entry Inc.

From the Kansas City, Kan., Gazette.

There is being erected in the Union Pacific yards, near the Union Pacific house, new buildings for an enterprise that promises to be of considerable value to the city, not alone in itself so much as in what it will bring with it.

The new building is being erected by the Pinesh Gas company and will be used for a gas plant where the company will manufacture gas for use on the sleeping cars that run from this point. The cars will be fitted up with appliances for lighting by gas and will also be arranged so that when charged here the supply will usually last the cars for the round trip. The company handles a number of coaches and sleepers through its offices here, and the demand for gas for all of these will be very large.

The plant is well under way and will be completed and ready for work inside of thirty days.

It is definitely known, also, that the works of the Baker Car Heater company will also be located in the Union Pacific yards at an early date. In fact, the contractors have already taken out a permit for the erection of their buildings. There will be two buildings, located on the south side of the Union Pacific tracks, between the outhouses and the Union Pacific elevator. These shops will employ regularly about twenty-five hands.

There is also a rumor that the Pullman company will locate its repair shops in this city and work them in connection with the other new enterprises spoken of. If this report be true, it means the location here of a very large and important plant that will be a valuable addition to the city and will virtually make it Pullman's western headquarters.

R. F. Wilson, of Chicago, a contractor, won his suit in the federal court against the city of Wichita for \$63,000. Three years ago Wilson was given a contract to pave Douglas avenue, the city's main thoroughfare, with a patent pavement known as Jasperite, which has since proved to be utterly worthless. The pavement began breaking up even before the work was completed and the city refused to pay for it. The city engineer, however, had certified that three installments of the work had been done according to contract, and his report had been accepted by the council, and on this showing Judge Williams gave Contractor Wilson a verdict.

Sedan special: Charles Tabor and a young man by the name of Basinger, about 18 years of age, who lives six miles west of here, got into a dispute over some tools with which they were fixing the highway. Tabor became enraged, and seemingly without any provocation drew his revolver and fired twice at Basinger. The second shot took effect, killing him instantly. Much indignation is expressed here, as Basinger was a peaceful fellow and there was no real provocation for the murder.

James A. Hyden, a plucky young newspaper man, who still claims Kansas as his home, is again heard from. Some years ago young Hyden became business manager of the Knoxville (Tenn.) Journal. From there he went to the business department of the New York World. Recently he has accepted the position of business manager of the Chicago Mail. Mr. Hyden possesses talent in his line and has a successful future before him. The Kansas boys are being favorably heard from in all directions.

Atwood letter: A few miles northeast of Atwood is a settlement of Germans; in all there are more than 1,000 people,

the majority of whom came direct from the old country. They began coming five or six years ago, and now families are joining the colony every week. They are industrious and thrifty people and have made it pay from the start. Most of them have paid for their farms, have made creditable improvements, and are laying up money. This year they have immense crops and with the proceeds are making arrangements to buy more land.

STOCK AND FARM.

A Tonganoxie horse and mule dealer buys about \$60,000 worth of such animals a year.

Belleville Telescope: T. J. Baird, of Jefferson, says that from seven acres of wheat he threshed out 273 bushels of as fine grain as was ever raised. A half bushel taken from the machine weighed thirty-four pounds.

Tonganoxie Mirror: Frank Fairchild has filled his silo and put away 150 tons of ensilage. H. V. Needham is now cutting up 100 tons of corn for his silo. This is something new for this part of the country, but in some sections ensilage is much in use for feed.

Lebanon Criterion: Mat Hermes, a farmer living two miles east of Stuart, had fifty acres of wheat which yielded forty-two and three-fourths bushels per acre. His oat crop made a yield of fifty-five bushels and his alfalfa seven and one-half bushels. His alfalfa crop had previously made a yield of four tons of hay per acre. This is the best yield, taking it all together, that has been reported at this office.

Junction City Republican: D. N. Hicks was telling us this week of his crop of wheat. He had in twenty acres just south of the city. He had to hire all the work done, from breaking the ground to the hauling of the wheat to the elevator. He figured all the expenses, and it cost him just 33 cents a bushel to raise it and hire everything done. He sold the wheat for 55 cents. Dave is under the impression that farming, when done right, pays much better than any other business.

Cedar Vale Star: A new plague of flies has put in its appearance this year in the big cattle pastures, especially in the Indian territory. A small black fly, not over half the size of the common house fly, that has never been seen before by the cattlemen, either here or in Texas or in any other cattle state. They swarm upon the cattle in clouds, covering head, horns, neck and all until they are perfectly black. They are in great numbers, as many as a quart or more upon a single animal, a teacupful upon a single horn. They roost upon the animals night and day, and until the horns become blackened by them. It does not seem, so far, that they have injured the cattle to the extent that their numbers would lead one to fear, but they certainly draw their sustenance from them and worry them too much for the good of fattening cattle.

KANSAS RAILROADS.

In the district court of Leavenworth a suit was filed asking Judge Crozier to order a sale of the Rapid Transit railroad to satisfy a mortgage. Mr. Summerfield, on behalf of the road, began the suit, which is to pay a mortgage of \$19,000 held by Mr. Piper. It is thought that the order will be granted at once and the road will be put up for sale within six weeks.

The Kansas City Times stated that all arrangements had been completed for the removal of the Santa Fe shops from Topeka to Argentine, and that work was to begin on the new buildings early in October. In an interview General Manager A. A. Robinson said when shown the statement made by the Times: "I never heard of this until now. There is nothing in it."

General Ticket and Passenger Agent John Sebastian, of the Rock Island, has issued an order to all the road's agents stating that on and after November 1, 1892, no stop-over privileges will be granted on tickets of any class. Within a few days agents will be supplied with rubber stamps reading "Good only one day from date of sale," which will be used to stamp across the face of all local tickets, and the C. R. I. & P. coupon of all coupon tickets.

The Chicago, Rock Island & Pacific R. R. company has filed a declaration in the circuit court at Chicago, in its damage suit against the Union Pacific. According to a contract executed in May, 1890, the Rock Island claims that the Union Pacific was to lease and jointly occupy the tracks from McPherson, Kan., extending west to the Arkansas river to South Hutchinson, and also the line between South Omaha and Lincoln. The Union Pacific, it is alleged, never kept the agreement, and for the first mentioned road the Rock Island seeks to recover \$19,045 and for the latter line \$69,670 for rentals.

KANSAS CHURCHES.

Topeka Journal: Rev. Mr. Alderson, pastor of the First Presbyterian church, is organizing a class in theology to study the new creed.

Baldwin Beacon: The project of a new \$30,000 church is being talked of by the members of the M. E. church. We can see no reason why a church of 600 members cannot afford to build a better edifice than the one in which they are now accustomed to worship.

At the convention of the Christian church held at Kansas City, Kan., the report of the state missionary work was highly satisfactory. Fully ten per cent of the membership in the state, 2,500, was added during the year by the mission forces alone. The increase in money receipts was the largest in the history of the church in the state. Distinguished speakers from Missouri and the east were in attendance and took part in various programs.

GOING TO ST. LOUIS.

THE CRY IS "ALL ABOARD FOR THE CARNIVAL CITY."

Arrangements Made to Supplement Hotel Accommodation by Rooms in Private Homes for One Hundred Thousand Guests—Great Success of the Illumination and Festivities.

St. Louis, Oct. 6.—Never in the history of St. Louis have the streets and various places of attraction been so thronged as to-day. Fair Thursday is always the great day for a huge crowd, and this year has been an exception only so far as it has broken all records. The electric cars have been crowded all day; over 125,000 people have been out at the fair, and there has not been standing room at any one of the four Gilmore concerts at the exposition. At 7 o'clock the 75,000 gas and electric lights forming the street illuminations burst into brilliancy, and then along six miles of the leading thoroughfares a grand sight was seen. The crowds formed a solid mass, making street car traffic almost impossible, and shout after shout went up as the gorgeous panorama were repeated.



THE SANTA MARIA ARCH.

The illuminations are so magnificent that people come for miles to see them again and again. An illustration is given of one of the features, the Santa Maria arch, which is surrounded by a model of Columbus' old ship with the rigging and sails all defined by incandescent electric lights. This is only one of the many quadro-centennial features of the displays, the others consisting of globes, arches and other stones of beauty. Among the grandest of all is an electrical panorama illustrating the discovery of America, and winding up with an exquisite climax with the words:

St. Louis,
1892.

printed in electric lights 150 feet from the ground.

The illuminations will be repeated on October 13 and again on October 20, and no one in this section should miss the opportunity to witness them, especially as the railroads are making such very low rates to St. Louis. No one need stay away for fear of not getting accommodation at hotels at reasonable prices. The Autumnal Festivities Association has organized a hotel and boarding bureau, which keeps a list of 100,000 rooms or apartments for rent, and which furnishes guides for strangers, in order that they may have no difficulty in finding the quarters assigned to them.

Another never failing attraction is the exposition, at which Gilmore's one hundred, the grandest band in the world, will give four concerts daily until Oct. 22, inclusive. The charge for admission to this great combination of attractions is only 25 cents, which includes a seat at the Gilmore concert as well as admission to the art galleries, the mechanical, artistic, electrical and fishery displays, and notwithstanding the heavy expenses incurred, this fee is large enough to make the exposition self-supporting and profit earning. The railroads are still making very low rates to the Carnival city.

Demand for American Corn in Mexico. WASHINGTON, D. C., October 10.—Secretary Ruak received, through the department of state, advice coming from the United States consul at Nuevo Laredo, Mexico, not only confirming the dispatch announcing the time for the free importation of corn into Mexico to be extended to November 30, but stating further that in addition to the above, he was informed that between December 1 and January 31 next, one-fourth of the regular duty, which is 1 cent per kilogram gross weight, will be collected on imports. He adds: This free importation until the end of November and reduced import duty until January 31, has caused a greatly increased demand for our American corn, particularly in all regions west of the Mississippi. The extension of time for free or reduced import duties will continue this demand and will probably double the amount of imports. At present fifty to seventy-five car loads of corn are sent from this port daily to points in the interior. The local demand in northern Mexico is nearly supplied.

Killed by Camphor and Benzine. St. Louis, October 10.—Mary Meekle, aged 25, and Mrs. Elizabeth Meekle, aged 50, were killed by an explosion in their residence on Howard street. The women placed a mixture of camphor and benzine in a closet to kill roaches. They went to the closet to see if the mixture had any effect. It being dark they lit a match and the generated gas caught fire, the flames communicating to the women's clothing. The younger one died in fifteen minutes. The other lingered some time.

An Atchison Man Killed. A telegram was received at Atchison stating that Harry Moulton, a well known young man of Atchison, was killed in St. Louis.

Stalwart Committee Organized. The newly-appointed state central committee of stalwarts met in Topeka after the state convention, and organized, by the election of Colonel A. A. Harris as chairman, William Mitchell, secretary, and W. H. Basington, treasurer. About \$300 was collected toward the campaign fund of the national committee. This will be raised to \$500 when resolutions will be made. For an executive committee there were chosen W. H. Basington, J. R. Crocker, W. T. Peillon, J. B. Fugate, H. C. Park, W. A. Morris, W. L. Johnson, H. R. Farnish and Frank Hamrick.